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1. On 5 August 1952 there were approximately 10 fighter planes stationed at the Namsan airfield at XE 193373 - XE 202389¹ but the number of planes actually parked on the field varied greatly. Jet fighters landed here in early August² but no jets were stationed at the field. By early August, 14 hangars,³ 7 on each side of the field, had been constructed and a three-story cement personnel billet with a tile roof was on the northwest side of the airfield. There were approximately 40 North Korean airmen, 30 North Korean mechanics, and 5 Soviets stationed at the field. A camouflaged shelter containing more than 500 drums of aviation gasoline was at XE 187385.
2. On 11 August 1952 there were approximately 30 circular revetments for airplanes along both sides of the runway at the Sinuiju airfield. These revetments were built 5 meters high with sandbags and each was large enough to hold three airplanes. There were no roofs on the revetments. A repair shop was 2.6 kilometers south of the runway in a pine grove. Ten soldiers of the North Korean army were assigned to the repair shop. The signal tower at the Sinuiju airfield was in a two-story cement building 600 meters north of the center of the runway. Signals were given from the roof of the building; a blue flag was used for takeoffs and a white flag was used for landings. Lights were used as signals in night flights.
3. In early August North Korean air force personnel were receiving flight training at Sinuiju airfield. Flight hours were from 8 a.m. to 6 p.m. with training

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4. In early August 1952 the commanding officer of the Sinuiju airfield was a Soviet and there were 10 other Soviet air force officers and enlisted men attached to the field. A hospital and a motor pool had been established at the field and anti-aircraft guns and radar were in use.

1. Comment. This is probably the Sinuiju (124-24, 40-06) (XE 1939)
airfield.

2. [] Comment. [] the first reported observation of MIG-type aircraft on the Simuiju airfield occurred []

3. Comment. Perhaps these "hangars" are actually revetments. Note the revetments mentioned in paragraph 2.

4. Comment. This is the Söndök (127-28, 39-44) (CU 6999) airfield.

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